



COMMISSIONER MILLER RETURNS FROM INTERNATIONAL CONFERENCE

Member of American Delegation Which Met in Oxford

Commissioner Miller recently returned from Oxford, England, where he served as a member of the American delegation to the International Conference of Christians and Jews. The conference, at which fourteen nations were represented, was called for

the purpose of combating anti-semitism and curbs on religious freedom. Also the delegates considered what could be done to implement peace treaties by the inclusion of provisions guaranteeing full freedom of worship.

Members of the American delegation, which included Basil O'Connor, President of the American Red Cross, Virginia Gildersleeve, President of Barnard College, and the Rev. Michael Ahearn, President of Western College, among others, spent a week at Oxford, one of England's two most famous universities.

As a result of their deliberations, a four-point program was recommended. These recommendations, besides the writing into peace treaties of provisions for free worship, included an international meeting on anti-semitism, a world brotherhood week, and a world day of prayer.

Makes Quick Trip

Commissioner Miller, in making his 36th crossing of the Atlantic, required only thirteen hours of actual flying time between New York and London. The elapsed time was slightly longer because of stops at Newfoundland and Ireland, for refueling and eating.

Some delay was occasioned in leaving LaGuardia Airport due to the fact that a recently converted DC-4 was pressed into service when a Government order grounded all Constellations which had been used regularly on the trans-Atlantic run.

The plane developed engine

trouble while warming up and required mechanical repairs before taking off. This, coupled with the fact that it was not wired for lighting in the cabin and had no galley made the trip slightly other than a luxury flight.

Flying the Atlantic at night at a height of 10,000 feet and at 242 miles an hour was rather uneventful in itself, but, as the Commissioner remarked, he was glad the engine repairs were made at the airport rather than in mid-ocean.

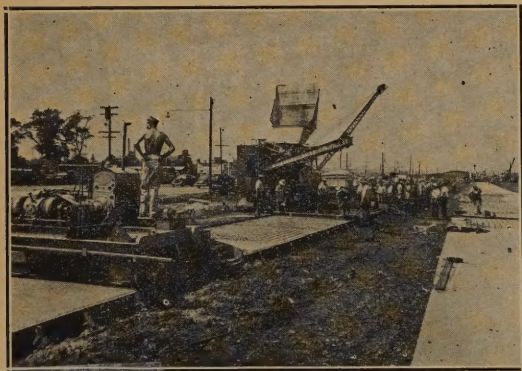
Upon arrival in England, it was necessary for the delegates to obtain ration coupons, one of which entitled them to 3/16 of an ounce of candy.

Since his former visit to the British Isles a year or so ago, Commissioner Miller noticed many changes, not the least important the fact that the people seemed to have regained their pre-war attitude. Because it was coincident with the Bank Holiday, it was possible to observe the exodus from London to the country and seashore.

Every method of transportation was pressed into use. Throngs of autos, bikes, and hikers were visible throughout the countryside, and extra trains ran on close schedules in order to keep abreast of holiday requirements.

The return trip to the United States was made by steamer, but as you read this it is possible that the Commissioner is again making one of his flying trips to some heretofore remote place. As he says, today's flying schedules truly make this planet of ours 'one world.'

ROUTE 25 CONSTRUCTION AT NEWARK



The section of the Route 25 Intersection between North Avenue, Elizabeth, and Carnegie Avenue, Newark, being constructed by the firm of S. J. Groves & Sons Co.



Looking north along the Route 25 intersection from the roof of the State Highway Building at Newark Junction, the section shown is part of the contract of Poirier & McLane.

A Lesson From the Past

It was said of the early Romans that in their road-making they made a "virtue of necessity". Certain it is they built a system of roads which played a vital part in their history and in the early history of western civilization. Roman roadbuilding dates back more than two thousand years. The celebrated Appian Way to Rome along which the Allied Armies proceeded in World War II was begun in 312 B. C. It still remains one of the notable examples of the roadbuilders' art. Roman roads were designed and constructed on straight courses from point to point without reference to obstacles; there were few curves. They were always laid out with reference to some landmark which gave them special interest. In solidity of construction, they have never been excelled.

When the Romans conquered Britain prior to the Christian era, they left behind certain cultural legacies which have since disappeared. But the roads they built can still be traced—in some cases are still in use after nearly two thousand years.

During a recent visit to Britain it was a striking experience to travel over a section of the old Roman Road in the County of Kent—hardly wider today than 14 feet of its original design and construction, which was built in the First Century, B. C., and then over one of their modern trunk roads which is a four lane divided highway with planting in the center mall on a hundred and fifty foot right of way.

But the difference in the roads of today and those of Imperial Rome is not only in design and in construction but in the dynamic adaptation of the road to the motor car. Speed, safety, convenience, aesthetics have all been linked together in the modern limited Access Road.

While we may pride ourselves in our advance in the roadbuilders' art, we will do well to remember that the Roman roads built 2000 years ago still endure. It is an old axiom that a road is no better than its base! The Roman roads have demonstrated the soundness of this axiom. The moral is no less clear—a sound foundation whether in character or stone—is the basis of the good life as well as the good road.

Spencer Miller, Jr.

State Highway Commissioner

CREATION OF NEW DIVISION RESULTS IN MANY TRANSFERS

Many new names have been added to the Division of Planning and Economics in keeping with the recent expansion of that Division of the State Highway Department. Otto H. Fritzsche, formerly of the Newark office of Survey and Plans, has been

appointed assistant to Sigvald Johannesson, Director.

The new division is divided into two sections, namely, the Bureau of Planning and Economics, headed by Wesley R. Bellis, formerly in charge of traffic studies for the Division of Survey and Plans, and the Bureau of Planning Survey, heretofore known as the Statewide Planning Survey. As in the past, this latter bureau will be under the direction of Vincent Berberich.

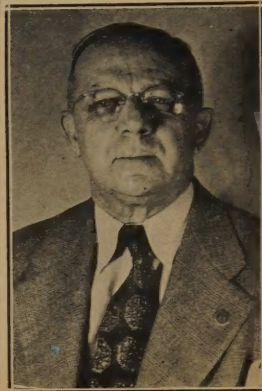
Other recent additions to this newest of State Highway Department divisions are: W. M. (Max) Wagner, George Mendez, Fred Quinn, R. E. Vannaman, Leonard Dileo, all formerly of Survey and Plans.

Transferred with the office of traffic survey are the following: Thomas Downs, M. Gertel, S. Guidotti, J. J. Taylor, C. Holmes, J. Edward, F. Kolb, E. F. D'Ancona, M. Weintrob, F. Guenther, C. Cianfani, W. Henderson, H. Brown, W. Dierolf, H. Shedd, L. Moore, J. Robinson, and L. Self.

Howell Appointed To Suggestion Box

Replaces Fred C. Claus on Evaluating Committee

Marven L. Howell, Chief Auditor and Accountant, was recently appointed to the Suggestion Committee by Commissioner Miller. He fills a vacancy created by the resignation of Fred C. Claus, Assistant Engineer of Survey and Plans, who was unable to devote the necessary time to the Committee due to the pressure of other work.



MARVEN L. HOWELL

Mr. Howell brings to the Committee a wealth of experience in matters pertaining to financing and cost accounting as well as a vast knowledge of the functioning of the Department gained during a period of nearly thirty years. He entered the service of the Highway Department on October 2, 1917, a date preceding the birth of many of our present employees.

Despite his long and honorable service, Mr. Howell is a comparatively young man and his enthusiasm and experience will be regarded by all as definite assets to the Suggestion Committee.

Highway Library Proves Valuable Reference Source

The State Highway library is an example of a suggestion that has proved its merit. Started about two years ago, this library is now serving as a valuable reference source for all divisions of the Department.

At the present time there are approximately 2000 books and pamphlets available which deal with all phases of engineering and related subjects, as well as 1500 technical and trade magazines.

According to the records of librarian Ernest J. Birch, there were over 150 requests for material from the library during the first six months of 1946. This represents better than a request a day for that period.

New books are being purchased at regular intervals in response to a demand for certain technical and related works. Two of the latest volumes, and at the present time the most popular, are, "The Engineer in Society" by John Miles, and "Square Pegs in Square Holes" by Margaret Broadley.

Material in the Highway Reference Library is handled just like that in any other library. Complete records of available subject matter are kept as well as the names of all who use this service.

The library is under the direction of Mr. Birch, with Louis Ulla, a recently returned veteran, handling book circulation and filing, as well as binding such papers and reports as find their way to the shelves of the library.

If you have a perplexing problem associated with your work, perhaps you will find the solution in one of the many volumes related to your work and available for the asking.

THE HIGHWAY

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In the Interests of Its Employees

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Do You Know Your Lanes?

As an actor must know his LINES, so a motorist should know his LANES. Lack of this knowledge on the part of either can result in a sorry performance—and, in the case of the motorist, even a tragic one. Cemeteries are full of drivers who didn't know their lanes.

Nearly all highways are sub-divided, by joints in the pavement or by white lines, into distinct traffic lanes, and it is axiomatic that the correct use of these lanes will go far toward reducing the ever-mounting highway accident rate. The careful driver never turns right from the left lane. Neither does he turn left from the right lane. Instead, he anticipates his turn and executes it from the lane which is on the side to which he wishes to turn. But plenty of others don't take this precaution, or at least they don't until the law of averages catches up with them. Sooner or later they stop using the wrong lane—in fact they stop using lanes at all, for they can't take their cars with them.

Another irresistible temptation for wrong-lane drivers is the desire to pass the car ahead on the inside. This is a sure fire way of appealing to their gambling instinct, but as in all games of chance the odds are against them in the long run. And don't forget the fellow who gets a kick out of passing at the crest of a hill or speeds by the car ahead on a curve where sight distance is inadequate. He is simply asking for it, and all too often he is not disappointed.

Screwballs, you say. Well maybe, or again maybe they just don't know their lanes. In either event they are contributing more than their share to highway accidents. As an intelligent driver be sure you are never one of these offenders. Highways are just as safe as drivers make them and no safer. There is no way to avoid an eventual "rest-in-peace," but you can put that day off and at the same time guarantee that your epitaph doesn't read, "Rest in Pieces," by making sure you KNOW YOUR LANES!

FOUR YEARS OLD

This is the forty-ninth issue of THE HIGHWAY—(Vol. 5—No. 1), which means that we are four years old. During these years it has been the privilege of your editors to come before you each month with the type of news it was felt the average employee was most interested in reading. Your response has served to vindicate this judgment and your cooperation has made the job easier.

Three of the original contributing editors are still submitting copy from their divisions monthly. These men are E. J. Beckner of the Maintenance Division, A. J. Lichtenberg of the Bridge Division, and E. L. Meyer of the Projects Division. To this number have been added the names of many others, some of whom have handled their assignments for several years, others who are relatively new. In all cases they have presented the news of their divisions to the members of the Highway Department in the best tradition, and in so doing have made THE HIGHWAY a truly representative paper.

As your editors embark on the fifth year of publication, it is with a feeling of confidence in the future, based upon the cooperation received from all in the past. And it is with a feeling of appreciation that we celebrate our fourth birthday. Should you care to observe the occasion, the nicest gift you could send us would be your suggestion for further improving THE HIGHWAY.

New Assignments In S. & P. Division

Several Changes Result From Efforts to Expedite Work

The rush of post-war planning has resulted in several changes of a temporary nature within the Survey and Plans Division. To better facilitate the plan checking in the Trenton office, Samuel E. Bullock and John W. Evans have been designated as expeditors and assigned to assist Office Engineer Cyril Wimpenny.

Prior to his present assignment, Bullock had for several years been

in charge of the Flemington office of Survey and Plans, while Evans, the former head of the late Cranbury office, had recently been acting as Drainage Engineer.

Carl Teegan, a captain of engineers during the war and a veteran construction man, has been named to take over the Flemington job. The duties of Drainage Engineer will be handled by William Pfister, who has been associated with Evans in this work.

CONSTRUCTION COMMENTS

FRED C. CLAUS

Newark
Ralph M. Perry

Since vacations are in season, our chief, Niel MacDougall, has set the example of spending three weeks in New Hampshire. We understand there is some swell golfing up there—and perhaps Mac is trying to better his score.

Roger Coupe from the Montclair Office is showing his familiarity with specifications at the Newark Office for a while.

Thomas McDearman is spending a couple of weeks in North Carolina. We miss your radio in the office, too.

George Link is indeed lucky. He has just found an apartment and is losing no time in moving into it.

Monroe Meiseles and R. W. Cochran have recently joined our survey crew, while A. A. Bielowski and J. A. Milko are serving as trainees in the field.

Trenton
Alex Cohen

Greetings are extended to Sam Bullock and Jack Evans. Both were recently assigned to the Trenton office and can be seen daily working over a mass of figures in hopes that in some way the answer will come out right. We're certainly glad to have these two, but we will miss the tip-off as to when payday falls for Sam's former visits to this office were uncanny for their accuracy as to when the checks would arrive. As a payday barometer, Sam never failed us for he and the checks arrived on the same day—purely coincidental?

Mr. Temperley's friends will be happy to learn that, although well past retirement age, he has elected to remain for at least another year. Everyday finds him busily engaged in his assignments after motoring to work from Washing-

ton, N. J. The round trip is upwards of a hundred miles.

Those of us who in the past made an annual pilgrimage to Ollie Dell's place at Titusville for corn, tomatoes, hamburgers, beer, etc., will be interested to know that the playroom over the garage, which incidentally was built by Ollie, has been converted into an apartment and is now occupied by a veteran and his wife. The conversion, entirely done by Ollie, was for the purpose of helping out during the housing shortage. The writer, having seen this up-to-the-minute apartment, attests to a job well done.

Flemington
Carl Teegan

The Construction Division extends sincere sympathy to August Seber, Jr., upon the death of his father, August Seber, Sr.

Frank G. Schmidt passed out cigars recently to announce the arrival of ANOTHER BOY, Rod-eric Francis.

William A. Tallon returned to the U. S. Army as First Lieutenant.

We all hope for an early recovery of Art Andrews who is at the Army Hospital under observation.

Norman Smith and Leo Le Jambre, who had been loaned to the Department of Conservation and Development for work on the Delaware and Raritan Canal, are back with us again. Welcome home!

Joe Walsh has been transferred from the Plans and Survey Division to the Bridge Division as Bridge Detailer "Trainee."

A much needed vacation was enjoyed by Sy Barger in the wilds of western Pennsylvania. If the cards really mean what they say, he must have slept with Brother Webster's Hand Book under his pillow.

Bob Rice has also returned from a well-spent vacation at Thousand Islands.

Training Courses for Engineers To Be Repeated at Rutgers

Second Half Junior Highway Course to Start December 1

On Friday, August 16, at noon, the twenty-two veteran trainees for Engineering Aide and for Junior Highway Engineer, that survived and completed the classroom instruction work at Rutgers and the field practice in the Department were placed on the State Highway payroll, at \$130 per month. They all will receive certificates of attendance from Rutgers University. Commissioner Spencer Miller, Jr., and Commander Charles M. Noble, State Highway Engineer, addressed the new employees at the Commission meeting room in the State House Annex and welcomed them into the department.

The fifteen trainees for Engineering Aide, having completed the entire course, are eligible for admission to the Civil Service examination for that grade. Pending examination and final appointment from the certified Civil Service list, they will be temporarily employed.

The seven trainees for Junior Highway Engineer, who remained in the program to date, will be given tentative appointments as Engineering Aides at \$130 per month pending the completion of the second half of their training program. The advanced part of the training program for Junior Highway Engineers will start about December 1, with full-time attendance at Rutgers University for a three-month period, during which time the trainees will be given leave from the Department and go back under the G. I. Bill of Rights, with subsistence of \$65 per month for single veterans and \$90 per month for married veterans. Upon completion of the second half of the training program for Junior Highway Engineers, they will be returned to the State Highway Department payroll at \$150 per month or at whatever minimum might then be established for the

grade of Junior Highway Engineer. They will receive a certificate from Rutgers University covering the complete short course for Junior Highway Engineer. This certificate will be given consideration should any of these veterans desire to complete their college education and work for a degree in Civil Engineering.

Other temporary Junior Highway Engineers in the Department, who are veterans and have the equivalent of two years in college, will also be admitted to this second half of the short course for Junior Highway Engineer. It is anticipated that there will be approximately fifteen veterans taking the second half of this short course for Junior Highway Engineer.

It is further planned to conduct a repeat course for Engineering Aide at Rutgers University for those temporary Engineering Aides employed in the Department that have not taken the first course that started April 15, including recent appointees who will be getting their experience between now and the first of December when they will take the short course under the G. I. Bill of Rights. A survey is being made to determine whether a sufficient number of employees will be interested in this repeat course for Engineering Aide at Rutgers to warrant establishing that course.

Any employees of the Department, who are qualified to take either of the courses and are interested in being admitted to this program, should get in touch personally with Julius J. Newmark, Special Engineer, who is in charge of the veterans' training program for the Department.

BRIDGE BRIEFS

A. J. LICHTENBERG

As the result of an incident on

August 3rd, Bill Simon's face was wreathed in smiles as he passed out the cigars and announced the arrival of an 8 lb. bundle from heaven. The lusty youngster will be named William, Jr., and if he inherits his father's Apollo-like physique he will have definite initial advantages.

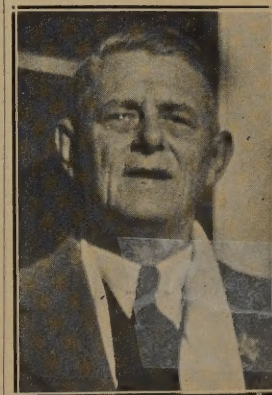
Dominick L. Somma of Newark started work with this division as of August 1st as a Bridge Detailer-Trainee. His former assignment was with the Survey and Plans Division as an Asst. Highway Engineer-Trainee. Dominick graduated from the Newark College of Engineering in May 1943 with the degree of B. S. in C. E. A cordial welcome is extended to these men and it is hoped that they will find the work interesting as well as a challenge to their best efforts.

BRIEFS: Sven Hedin (to check-er Phil Burch, in a moment of abstraction): "Have you a red pencil?" . . . Commander W. F. Hunter, Trenton bound and due here on or about Sept. 1st. . . Chester Smith enthused about the air picture over Trenton as he took off again from the Rocky Hill Airport near Morrisville, Pa. . . Kenneth S. Yates, Senior Bridge Inspector, resumed employment with the Bridge Division and is assigned to the Route No. 25 Sect. 32A and 16C job. "Duke" Williams is also there. H. R. Gabriel is in charge. . . Harry Lefferson vacationed at Dennisport, Cape Cod, Mass. Dennisport is the home of the oldest summer theatre, but Harry, a Thespian in his own right, was just a patron this time.

Other vacationists include Marcel Ludasy, Bob Simon, Jack Evans and Mike Furry. . . Albert Lee on the Route No. 4 Erie R.R. job at Warren Point. . . George Voorhees back with the Division as a Bridge Construction Inspector. . . Al Herron and Harry Mueller in for cordialities. . .

BRIDGE FACTS: It's all in millions of dollars. The Golden Gate bridge cost 35, the Triborough bridge 42 and the San Francisco Bay bridge 75 million dollars.

Howard L. Brown



Howard L. Brown, 63, of 804 Chestnut Street, Roselle Park, died on August 14th following a lengthy illness which had confined him to his home for many months. He was a traffic enumerator in the Newark office of W. R. Bellis.

Mr. Brown was a veteran of the Spanish-American war and in his earlier years had been a railroad engineer. His employment with the State Highway Department dated from March 18th, 1942.

An active churchman, "Brownie" exemplified by his daily conduct the Golden Rule. He will be sincerely missed and the sympathies of all whose pleasure it was to be associated with him are extended to his widow, Mrs. Brown, and his two daughters.

Your M. C. presents— THE LADIES... Bless Them

"Summertime" . . . and it's not George Gershwin we're in mind, but the many activities of our girls, particularly during that long-awaited "two-weeks-with pay" period. In less than that time Mabel Beans covered approximately three thousand miles motoring as far west as Evansville, Indiana, up to Chicago, around Lake Michigan and through the Straits of Mackinac. The new "Olds" proved its worth by performing beautifully.

Refreshed by the "sun in the morning and the moon at night" LaRaine Birch is back at her desk following a week at Seaside Heights . . . Betty Levis' devoting a good portion of her vacation time to golf . . . Miriam Devlin, whose week-ends invariably find her shore-bound, has acquired a lovely tan . . . Atlantic City was Anne O'Connor's choice for her vacation . . . Ella Moore favors New Hampshire . . . Viola Gallagher selected Long Island . . . Two weeks in the Poconos appear on Anne Manion's schedule. Also on the "Vacation Calendar" at present are Marilyn Sidal, Helen Csanyi, Mrs. Eleanor Elston, and Mary Cunningham.

Should you chance upon Lorraine Orland scurrying from shop to shop on her noon-hour, her bee-like activity is prompted by her happy state of housekeeping.

Dorothy Layton has been transferred to the Department of Law, making her a co-worker of Alice Carrell and Miriam Devlin. In the meantime, Mr. Aymar's staff has been supplemented by Ina M. Revoire and Jean M. Trexler, both in the capacity of Clerk Stenographers. Welcome to the Department, girls!

A hearty "welcome home" to Mary Richter who has returned from the service to resume her duties as a member of Mr. E. Palmer's staff.

Sullivan's Grove witnessed another Departmental "doggie roast" recently. That the "doggies" were plentiful is news in itself. However, that the girls who lent their charms to the occasion were Alice Carrell, Marion O'Hara, Helen Csanyi, Elsie Taylor, Mary Sheridan, Helen Tallon, Pauline Wieland and Mary Harris, is much nicer news.

Inasmuch as we have no Highway bride to feature, may we take leave of the Department to wish "Gravel Gertie" much happiness on that day of days when she joins in happy matrimony "B.O. Plenty." We sincerely hope that everything goes smoothly. However, at the time of this writing, we are fearful that Justice and not Love will prevail. Bye Now.

EQUIPMENT ITEMS

JAMES O'ROURKE

Sympathies of Fernwood are extended to Jack Geagheon on the death of his brother who passed away at his home in Philadelphia on July 16, 1946; also Pat Rimo, Equipment Operator, on the death of his mother who passed away at her home in Trenton on July 26th.

Ben Hancock, blacksmith at Fernwood, returned from his vacation which was spent in a 10,000 mile sightseeing trip to California and back, attending the Shrine Convention with the Trenton delegation. Ben reports a very enjoyable jaunt.

Mike Hoffman is looking forward to the return home of his son and only child, Carl, who took his vows as a member of the Polish Franciscan Missionary Band at Beckett, Mass., on August 15th.

Frank M. Devereaux spending one month's vacation deep sea fishing for the big ones off the coast of Maine. Reports have reached Fernwood that he has already landed a 620-lb. tuna which is big time fishing in our estimation.

Pat Rimo is holding his head pretty high these days while driv-

PLANNING SURVEY

JOSEPH NATALE

On August 5th the annual loadometer operation was again in progress, with Messrs. John Christian and Ed Strack in the supervisory roles. Dick Hyle, Bob Lee, Gene Hoerth, John Armitage, Bill Henderson and Fred Fleming assisted in the operation of the North Jersey stations, while E. D'Ancona C. Cianfrani, W. Dierolf and W. Henderson (not the same Henderson as above) were assigned to assist in South Jersey. The survey was extended to include ten new stations, necessitating a two-week operation period.

As many trucks were weighed as the parties could conveniently handle without tying up traffic. In addition to the wheel load, the axle spacing, origin and destination, make, year, body type, rated capacity and commodity carried were recorded for each vehicle weighed. Density counts for all vehicles were also taken at each station. Stations operated from 6 a. m. to 2 p. m. or 2 p. m. to 10 p. m. according to a pre-arranged schedule.

That rare but painful 10 p. m. ending and 6 a. m. starting on successive days of loadometer operation got the boys down a wee bit. With most of them keeping steady company, we don't wonder.

On August 18th our Bob Lee joined the ranks of the benedictines. Congratulations and lots of luck, Bob. We hear there are four others from this office who will soon follow Bob's footsteps. Must be an epidemic.

A most fascinating person to watch while working is Tony (Henry Armetta) Amabile. Henry acts, but Tony's expressions are natural.

Watching Hervey Doane trying to locate his jalopy one evening not long ago was really worth the price of admission. Wonder who moved it, Hervey?

It was with regret that we said goodbye to most of the temporary workers who had been with us since work started on the O. & D. Survey. Working with them was a pleasure, and we consider ourselves fortunate to have had them with us. We sincerely wish them all the best of luck.

Esther Petti and husband have moved twice in the last month. They are keeping open house and all Highway friends have a standing invitation to drop in for spaghetti.

PROJECTS PARAGRAPHS

E. L. MEYER

The most recent of our field men to return to work was Wilton E. Goss, whose home is at 522 Belvedere Avenue, Plainfield, New Jersey.

Goss took a voluntary lay-off at the beginning of the war and shortly afterward enlisted in the army. He attained the rank of 1st Lieutenant and saw considerable fighting in the South Pacific, particularly around Guam.

Inspector John C. Beck informed us late in July that he married Doris A. Beck. The ceremony took place in Morristown, but both John and his bride are residents of Columbia.

John Nabinger has joined the Projects Division Office force as an Engineering Aid and at present is assisting Bill Carnival and George Kraus. John got some of his engineering training and experience in the Army from which he was released last January.

ing around Trenton in his brand new Ford Sedan.

Bob Kreps, one of Fernwood's veterans, is on the sick list, having suffered a heart attack at his home on July 25th. His doctor has ordered a long rest and we sincerely hope that this will bring about a complete recovery.

The six ex-G. I. Joes who have been added to the Fernwood payrolls are Antimo Russo, John T. Foster, Frank Miller, William J. VanHise, Hubert Ivins and Robert Henry. To them we extend a hearty welcome.

Engineers to Hold Dinner Meeting At Forked River

Monmouth and Ocean Chapters to Play Host at Semi-Annual Meeting

A full program of sports including fishing, golf, boating on Barnegat Bay, softball, horseshoes, croquet, ping pong, swimming and airplane riding will feature the semi-annual meeting of the New Jersey Society of Professional Engineers at the Enos Hotel at Forked River on Saturday, September 14.

Acting as hosts on this occasion will be the Monmouth and Ocean County chapters of the Society and they have prepared a full program for the occasion. Perhaps the feature event of the day will be the shore dinner at the hotel, long famous for its seafood.

Tickets for the affair can be purchased from L. F. Wagner, 640 Ocean Avenue, Lakewood, at five dollars each, and members are invited to bring their families. It is understood that a slight extra charge will be made for the fishing, golfing and boat and airplane rides.

A short business meeting will be held at 10 a. m., while the shore dinner is scheduled for 3:30 p. m.

ELECTRICAL FLASHES

JOHN KILPATRICK

Frank Herbert, Bridge Operator Grade II, on the Route 35 Shark River Bridge, has been suffering with shingles for the past month. He also had an abdominal operation but Edward W. Downs reports that his condition is very good.

Frank Shuster, Bridge Operator Grade III on the Route 44 Racoon Creek Bridge, assisted in the rescue of two people who were trapped in the cellar of a house which exploded. The house, in Paulsboro, had a defective gas heater. The housewife smelled gas and called the plumber. The plumber entered smoking a pipe. Exit the house.

We extend our sincere sympathy to Henry P. Larsen, Bridge Operator Grade II on the Shrewsbury River Bridge, on the loss of his wife. Mrs. Larsen died at Riverview Hospital, Red Bank, following an operation.

Last month we reported that Alcid Wright, Sr., had won a prize for the biggest fish caught on a trip out of Brielle. Believe it or not, he repeated again this month. (He must have some mermaid tying them on the line.)

George Goldy, the vice-president of the 4H Advisory Committee of Mercer County, is teaching boys, under the supervision of Prof. Nissely of Rutgers University, to judge 4H gardens. The two boys having the highest scores will be entertained by the Professor in November.

Marvin Polhemus has another of those "unusual hobbies." He is a homing pigeon fancier, and is now training young birds for the coming races. "Polly" is looking forward to a successful season with his hobby.

Credit Union Declares Semi-annual Dividend

As a result of the audit of the books of the Highway Credit Union for the first half of 1946, the Board of Directors have found themselves in a position whereby they have declared a dividend of 3% annually, payable for the first six months of 1946. The dividends paid out will amount to \$135.10 to the 146 members of the Highway Credit Union. The assets as of the end of June are \$10,956.00. Membership in the Credit Union is open to all employees of the Highway Department living or working in Mercer County.

MAINTENANCE NOTES

GENE BECKNER

Superintendent of Maintenance Alex W. Muir is enjoying a much deserved vacation at his summer home on Culvers Lake, Sussex County. During his absence Asst. Superintendent of Maintenance F. D. Woodruff is in charge of Division activities. Mr. Woodruff himself just returned from several weeks vacation during which time he engineered the complete renovation of his own home at 54 Hillcrest Avenue, Trenton, prior to taking occupancy August 15th.

Jacob Washliskie, veteran bridge carpenter with Foreman Edward Hankin, is seriously ill at his home in Trenton. He has our best wishes for an early recovery.

Lt. (j.g.) Richard Geller has been released from active duty with the United States Navy Reserve and is home with his father, Russ Geller. Just prior to his release from service, Dick saw a tour of duty in China with his last assignment being Shanghai.

Charles Fisher, of Bloomingdale, Passaic County, who works for Foreman Frank Kelly, has been away from work with a fractured leg since July 8th.

Miss Ella Moore, of the Trenton Office, returned to work recently after a fortnight's vacation spent at Philbrook Farm, Shelburne, New Hampshire. Ella heartily recommends New Hampshire as a choice vacation spot.

Charles Doherty, also of the Trenton Office, was another recent vacationer. "Doc" motored to Canada, a pleasure denied to us throughout the war years. Just to keep the reciprocity angle even, during this same time Mr. Eleanor Elston was entertaining guests from Canada at her home here in Trenton.

Larry Pulewicz returned to active duty on Monday, August 19th, several months after his discharge from military service. Larry saw duty with the U. S. Army in England and France, and during his service contracted sugar diabetes. He is now under a doctor's care and we are all hoping for a good recovery. He has been assigned to the maintenance crew under Foreman Earl Buckalew in the territory immediately east and south of Trenton.

It is with regret that we report the deaths of four maintenance employees during the past month. Assistant Foreman Joseph Reed, of Laureldon, died at his home on Monday, July 22nd after a lengthy illness. Joe had been employed by the maintenance Division since June 16, 1921, and was one of our oldest supervisory employees. Pietro Polandrano, of Red Bank, a Concrete Finisher in the crew under Foreman John Homan was fatally stricken on Tuesday, July

23rd. Mr. Polandrano was one of our most skilled mechanics on concrete work and had been employed since March 30, 1939. William L. Hare, of Palmyra, who was employed in the landscape maintenance crew under Foreman John Grant, died on Thursday, August 8th. Mr. Hare had worked for the Department since September 1, 1938. Edward L. Fenton, of Oaklyn, who worked in Asst. Foreman Percy Hickman's crew down Li Camden County, passed away on Saturday, August 10th, after a short illness. Mr. Fenton had been in our employ since September 9, 1936. To the survivors of all of these men we extend the sincere sympathy of all Department employees.

John Zerwick, of Hightstown, who works in Foreman Fred Yannut's maintenance crew, is still confined to his home ill. John is one of the real veterans of the Maintenance Division, having been employed on April 1, 1923. Until the beginning of his current illness in May of this year, John had never lost any time due to sickness. An enviable record over a 23 year period and we hope that he will soon be back on the job and commence a like record.

Supervisor Earl Storer, one of the Trenton Schroth's Baseball Club's most ardent supporters, followed that team to the Glen Falls Regional American Legion Championships recently and enjoyed watching the Trenton Club win the Regional Title by defeating representatives of three other eastern states.

If we didn't know differently, we would strongly suspect that Dick Snyder's address was Flatbush Avenue, Brooklyn. The "Artful Dodgers" have no more loyal supporter than Dick and it was with great chagrin recently that he watched the Brooklynites absorb a 10-3 trouncing at the hands of their arch rivals, the St. Louis Cardinals. If Brooklyn doesn't get in the World Series this year, Dick will be one disappointed fan.

Tony Kuhn is up to his old tricks. Recently his son, Bill, painfully injured his toe while playing baseball. To make walking easier for Bill, Tony located a pair of old shoes and with great care and industry cut a hole in the proper place of one of the shoes and gave them to Bill with the comment, "Here, Bill, how's that?" Bill looked at his dad with embarrassment and replied, "Fine, Dad, but you've cut the hole in the wrong shoe."

Ex-Sergeant Anthony Suozzo and Mrs. Anthony Suozzo are the proud parents of a seven-pound baby girl born August 11 at the Loig Branch Memorial Hospital. Congratulations!

Foreman Augie Newman vacationed recently at Manasquan. Just like a postman on his day off, Augie found time to visit the local maintenance foreman, John Rankin, and discovered to his pleasant surprise that he and John had one very important thing in common—a birthday on August 13th. Both are over 21.

City . . . Harry Beilinson and family at Washington, D. C.—we hope his car "the monster" was in good shape for the trip . . . The \$64 question: "Where is Tom (Ham) Stewart spending his vacation?" Could it be that he doesn't want to be interrupted? . . . Bill Kirk and family divided their time between Renova, Pa., and Seaside Heights, N. J.; and Ed Drake and his family were at Mongaup Valley, N. Y.

Wind Up Season In Last Place

The regular season of the Trenton Industrial Baseball League ended during the week of August 19th with the Club representing the Highway Department hopelessly last.

The Highway Club's record of 4 wins and 36 losses doesn't tell the real story. Much credit goes to Mgr. Henry Brackel for the job he has done. The team was organized late in the Spring after most of the better ball players had already signed with other teams.

REAL ESTATE REPORTS

MORRIS BALBRESKY

Russ Johnson's son, Bill, has returned to civilian life after serving two years in the Navy.

Abe Lincoln, who hasn't seen his sister in 20 years, recently entertained her at his home in Pompton Plains.

Members of John W. Aymar's staff were entertained at a "doggie roast" at Bert Cunningham's home recently. Query! Was a good time had? You should have been there.

Such irony! Very seldom does Heine Kramer go into the field on office business—such preparation—such hustle-bustle—and SUCH RAIN!

Condolences are extended to Jo O'Hara on the recent death of her uncle, Edward O'Hara.

We are sorry to report that Agnes St. John is laid up with an attack of pleurisy. We hope to see you back at your desk again shortly, Aggie.

The weeds on Colson Avenue will disappear now, for Norm Lister has purchased a tractor to speed up the work on his farm.

Vacationing are: Jack (Hoagy) Whitehead, the master of the 88 keys, and his family at Seaside . . . John Watt and wife at Ocean

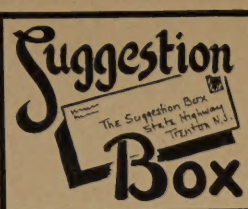
Veteran Members Outing Guests of Ten Year Club

Arrangements have been completed by the Entertainment Committee of the Ten Year Club which promise to make the Annual Outing to be held on Saturday, September 7th, at Plaag's Grove, Hamilton Township, a banner event. Eats and drink are promised in abundance and a program of sports and other amusements scheduled. Jim Ireton and other committee members are working hard to insure a good time for everyone who attends.

All members are urged to make a special effort to be on hand to help in paying homage to those members of the Club who are veterans of World War II, and who have been invited to attend the Outing as guests. Over 50 such veterans have already signified their intention of attending, and it is hoped that a good turnout of the regular members will be on hand to greet them.

A complete list of the members of the Club who served in World War II follows. When it is realized that the majority of these men served as volunteers and, chiefly because of their ages and dependency statuses, would in all likelihood have been exempt from call by Selective Service, these men deserve particular credit:

B. Frank Armstrong
John J. Barrett
Edward J. Baumann
Albert Baytel
Emile C. Benoit
Francis W. Berberich
Charles Benz
William C. Bloss
Kermit W. Bonner
Elmer J. Boskov
John F. Boulden
Walter L. Braybrooke
James G. Bruthers
Earl Buckalew
Thomas A. Buis
Horace F. Carl
John T. Carr, Jr.
Joseph P. Carr
Guy Cavanaugh
Clarence A. Chumar
Peter Cimbala
Rizziero Cintia
Elwell S. Clugston
Walter W. Crane
Anthony W. Crea
William B. Dallas
Paul F. Davis
Oliver A. Deakin
Harry Dittmar
Charles F. Doherty
Oliver I. Doll
Harry Ehrenfeld
Kenneth Emmons
Anthony V. Esposito
Harry Farnsworth
James J. Flavin
James R. Flynn
Fred Foster
Anthony J. Frascella
Louis A. Galloni
George M. Goeller
Richard A. Goldy
Samuel G. Hann
A. Realeaux
Frank W. Higgins
Norman G. Horner
John H. Hulse
William Fred Hunter
Howard F. Koons
John J. Kownacky
George A. Kraus
Thomas L. Labar
David R. Lawshe
Sebastian Leuci
Norman F. Lister
George J. McCann
Charles J. McGinnis
Leon McVey
Jules J. Megules
James M. Parker
Russell Parker
Anthony Pasuzzo
William V. Paul
George Pond, Jr.
Lawrence A. Pulewicz
Joseph C. Reed
Robert R. Rice
W. Kirk Schanck
Lemuel F. Seale
James T. Schuster
Emil R. Sherbaum
Raymond A. Simpson
J. John Smith
John H. Stephan
Benjamin F. Stokes
Joseph E. Tallon
Elwood H. Taylor
Carl J. Tegan
John J. Timmons
Ernest G. Topping
J. Howard Van Banthuyzen
Archibald Van Blarcom
Frank Van Syckle, Jr.
Joseph S. Vizzini
William Walmsley
Robert E. Wilcox
Michael Yanniello
Howard Ziegler



Perhaps you have been wondering about that suggestion you were going to send in someday. It may be that a topic for your thoughts has not readily presented itself, or perhaps it occurred to you that it was not of sufficient importance to bother with. In either event you might be interested in knowing the subject matter of other suggestions. For your information the following list of suggestions received between January 1st and June 30th of this year is itemized. It shows what other employees are thinking about. Many of these suggestions have not been evaluated; others have been rejected or placed in a category of "being done," while still others have been accepted.

1. The use of printed forms for construction work reports.
2. Purchase of reel and puller for wiring conduits.
3. Employee gathering to honor servicemen.
4. Painting inlets to prevent curb discoloration.
5. Expansion joint clearing on bridge approaches to prevent slab creeping.
6. Placing signs along inland waterways for guides to cruisers.
7. Use of colorless curing compound on concrete pavements.
8. Wet pavement cautionary signs for bridges.
9. Enlargement of the office of public relations.
10. Installation of side arm mirrors on all motor vehicles.
11. Merit ratings for motor vehicle operators.
12. Use of liquid weed killers.
13. Group instruction for field employees.
14. Electric windshield wipers for trucks.
15. Redesign of signs at highway intersections.
16. Duplicate copy of merit ratings for all employees.
17. Improved equipment and buildings for engineering personnel.
18. Method to prevent deterioration of guard rail posts.
19. Revision of requisitioning numbers.
20. Pile preservation treatment.
21. Elimination of red and green neon signs from properties adjacent to highways.
22. Purchase of truck tower and reel trailer.
23. Bell in truck cabs for signaling driver.
24. Redesign of directional signs.
25. Placement of waste receptacles along roadsides.
26. Installation of motor operated draw bridge gates.
27. Flood lights for bridge operators' houses.
28. Revised design for manually operated drawbridges.
29. Standard scale for property key maps and construction drawings.
30. Transition curves for highways as standard practice.
31. Group insurance for highway employees.
32. State ownership of permanent field plant sites.
33. Educational courses for motor vehicle operators.
34. Concrete shoulders and curbing on hills.
35. Metal braces for barricades.
36. First aid service at Fernwood.
37. Traffic control for workers' protection.
38. Servicing of surveying instruments.
39. More fully utilizing the native growth along our roadsides for plantings.
40. Appointment of administrative and advisory committees to handle the State Highway library.
41. Subscribing to periodicals of special divisional interest.
42. Change of method of identifying construction jobs.
43. Use of rectangular coordinates in making computations.
44. Reserve trucks for emergency use.
45. Revision of rates of reimbursement by zones.
46. Magnet for removing metal from shoulders of highways.
47. Draining islands and circles toward center.
48. Required truck air pressure stenciled on dashboards.
49. Standard office memorandum forms.

Is Careless Driving Contagious?

Highway Department Vehicles Involved in Increased Number of Accidents

In THE HIGHWAY last month your attention was called to the booklet "It's Your Life" of which you received a copy. The booklet pointed out that motor vehicle accidents and deaths are approaching new record highs in United States and in New Jersey.

Similarly a look at the record of accidents involving Highway equipment and motor vehicles in the last three weeks gives rise to the inference that our Highway operators and drivers have suddenly become victims of an epidemic caused by a virus of carelessness. We do not know how otherwise to explain the sudden rash of accidents. While most of our accidents were minor, and the number is not great in comparison to the general public frequency, the result nevertheless is disgraceful and inexcusable.

From July 18th to August 7th, there have been 17 motor accidents involving Highway equipment. That is better than one accident per working day. In three of these cases, Highway vehicles collided with each other. If we had deliberately embarked upon a campaign to raise the Department accident rate, we could hardly have been more successful. Considering that the Department is engaged in a program to promote safety and prevent accidents, the situation becomes disheartening, not to say downright ludicrous, when it involves Highway Department vehicles colliding with each other. When the matter reaches the stage where a Highway employee is killed by a departmental vehicle, as happened recently, then it becomes horribly tragic.

It is true that in most of these cases the reports indicate that the accidents were caused by the other fellow's negligence. But it is also true that in most of the cases a little foresight, a little more consideration for the other fellow, the exercise of a little judgment in considering that the other driver, pedestrian or child on a bicycle might do the unexpected, would have prevented the accident. Periodic study and observation of the Driving Rules on pages 7 to 14 of the Safety Manual of the Department would have eliminated most of the accidents. For instance, when one of our passenger cars ran into the rear of one of our Highway trucks, if the driver of the auto had remembered and practiced rule No. 42 of the Safety Manual, the accident would not have occurred.

At this time when private and governmental agencies are making a concerted drive to cut down accidents, injuries and deaths on our highways, when our equipment is becoming older and more prone to mechanical failure, it becomes incumbent upon us to exercise an even greater degree of care than normally. It is particularly unfitting for Highway employees to show a marked increase in accidents. We should set an example for others in safety, not in carelessness.

Incidentally, not the least important aspect of the matter in these times of difficulty in the procurement of repair parts and replacements and the present impossibility of obtaining new vehicles, is the likelihood of a definite breakdown in transportation facilities. In other words if we keep on wrecking the Department's automobiles and trucks, we will have to walk to our assignments.

We had a good record. Let us get back into the groove and apply the elementary rules of care in the Safety Manual. We can and should push safety and lower the accident rate. Let us act like thinking humans and preach and practice good sense and safety. If we do not, we may find Old Doc Discipline giving us a shot of anti-carelessness vaccine.

CHARLES I. LEVINE,
Chairman, Safety Committee.

50. Purchase of sewer cleaning equipment.
51. Rearrangement of Trenton central drafting room.
52. Recognition of Highway Library by State Librarian.
53. Use of "window envelopes" by Department.
54. Modification of island shoulder design.
55. Revision in "As Built" Right of Way plans.
56. Deletion of property owners' names from construction plans.

Bowling League Opens Sept. 12th

Chris Kucker, President of the Highway Bowling League, announces that Thursday, September 12th, will mark the opening of the Department's Bowling League for the 1946-47 Season. It is hoped that one of the Department's top officials will be on hand to roll the first ball down the Curtis Alleys.

Representatives of the ten teams met with President Kucker during the week of August 12th and completed arrangements. Those in attendance were as follows: President Kucker, Jimmy Walter (Maintenance), Bob Ettinger (Machine Shop), Jim Bruthers (Traffic Line Painters), Earl Storer (Maintenance Sign Painters), Frank Walsh (Electrical), Charles Philhower (Fernwood Inspection), Ed. McCabe (Equipment), Joe Buvel (Fernwood Guards). Two other teams representing the Fernwood Office and a group of Ex-G. I.'s now back on the job will also enter the league competition but were not represented at the organization meeting.

In regard to the arrangements, particular note should be taken of the change in the bowling night from Friday to Thursday and a shift in the time from 6:45 to 8:45 in the evening. Such a change was made necessary because the Curtis Alleys could not provide sufficient room on Friday nights for a ten team league, and offered the Thursday night time as an alternative. Another change in arrangements involves the dropping of the two halves schedule and the adoption of the Shaughnessy System whereby the teams finishing in the first four places at the end of the season will compete in a special playoff.

League Officers for the coming season in addition to President Kucker include Vice President Tim Brennan and Treasurer Russ. Cook.

Everything points to a banner season and anyone interested in bowling should contact President Kucker who, in turn, can put you in touch with the proper team representatives who may be in need of keggers. The only requirement is that all bowlers must be employees of the Department, but not necessarily employed by the particular Division with which they bowl.

Officials Address Veteran Trainees' Graduating Class

The entire class of twenty-two trainees, including fifteen Engineering Aides and seven Junior Highway Engineers, met at 10:15 a. m. in the Commission Meeting Room on Friday, August 16, 1946, and was addressed by Commissioner Miller, State Highway Engineer Noble, Harold W. Giffin, Fred L. Gerard, Fred C. Claus and A. Lee Grover. They were presented to the Commissioner by Julius J. Newmark, Special Engineer, who in turn introduced all of the speakers.

The Commissioner, who has recently returned from a visit to Great Britain, in his address of welcome, compared highways in Great Britain with highways in New Jersey. Both he and Commander Noble brought to the attention of the new employees of the Department the fact that we are now entering a new era of highway development and that the new and younger men will have opportunities for rendering service in developing the highways, parkways and freeways of the future.

Fernwood Gardens Yield Bumper Crop

Department employees who have continued cultivating the Victory Gardens at Fernwood this year have enjoyed most excellent results. Bumper crops of tomatoes, beans, corn, potatoes and various other garden products have been and are being harvested. From the results this year, it would appear that the soil at the Fernwood Gardens, which had lain unused for many years prior to the start of cultivation during the war years, is finally responding in good measure to the intense fertilization of the amateur gardeners. According to reports, this year's yield is the best yet.

Administration Division

ARTHUR EGAN

Mr. and Mrs. Marvin L. Howell have received word from their son, Fred, that he has been selected as Co-Captain of the Springfield College 1947 Baseball Team. "Dixie," as he has been named by his schoolmates, is the first sophomore ever to be elected to the captaincy. Fred's college career was cut short in 1942 when he entered the AAF as an aerial gunner.

Mr. Charles A. Hurley looks brown and fit, the result of those long week-ends at his summer home in Orley Beach.

Wedding Bells are soon to ring for Kermit Bonner. On Sept. 7th Kermit will be married to Miss Vera R. Rogers of Palmyra, N. J. Miss Rogers is an employee of the Farmers' Reliance Insurance Company of Trenton.

We enjoyed some hearty laughs listening to Harry Hill relate his and Elgin Mayer's experience of a fishing trip with a tongue-tied Skipper. The climax of the whole affair came when the Skipper, realizing he was near a sand bar, shouted an order for everyone to rush to one side of the boat. The boys misunderstood the order and rushed in the opposite direction, resulting in the boat becoming fast on the sand bar. All efforts to dislodge the boat failed and the boys were marooned overnight.

Ernest J. Birch, Jr., son of Ernie Birch, our Chief File Clerk, has turned benedict as of July 27. He waltzed down the aisle with the former Miss Ruth Foy of Trenton, N. J.

John Kownacky is spending his Saturdays assisting the Naval Ready Reserve, of which he is a member, with the formation of the local branch of the reserve. Johnny is to be commended for giving his time and effort, gratis, to this worthy cause.

Harry Hill informs us that his son, Bill, won top honors in a contest recently conducted by the Thermoid Rubber Company for a short essay on the slogan "What Thermoid Makes, Makes Thermoid." Bill is 18 and a recent graduate of the Trenton High School.

CHATTER: This being vacation season, many members of the Division are off to their favorite haunts. Frank Dunn well tanned after ten days at Point Pleasant. . . Frank Allen smiling following his vacation. . . Frank Torkewitz and his wife—on a motor trip—send cards from Laurel, Md., where they enjoyed a short stay. . . Jim Corle visiting her and there for a week. . . Viola Gallager just returned from a visit to Long Island. . . Clyde Case joins his family for a stay at their summer home in Gifford Park. . . Helen Csanyi goes farmerette and spends some time on a farm of her relatives. . . John Gulch away for a week at his Camden home. . . Pete Cimbala off to the seashore for his vacation. . . Ernie Birch and family resting up for a week at Seaside following Ernie, Jr.'s wedding. . . from Bushkill Falls, Pa., we heard a cry of "Hooray, Plenty of Men" from Sarah Shulman, where she vacationed for a week. . . Wildwood, N. J., is the scene of a vacationland for Mr. and Mrs. Bob Yager of the File Room. . . Beatrice Samachson recently spent three days regenerating around New York City. She was a guest at the Edison Hotel.